

# Airport Capital Improvement Plan

---

County of Oceana

## **Oceana County Airport**

December 6, 2013

Co4

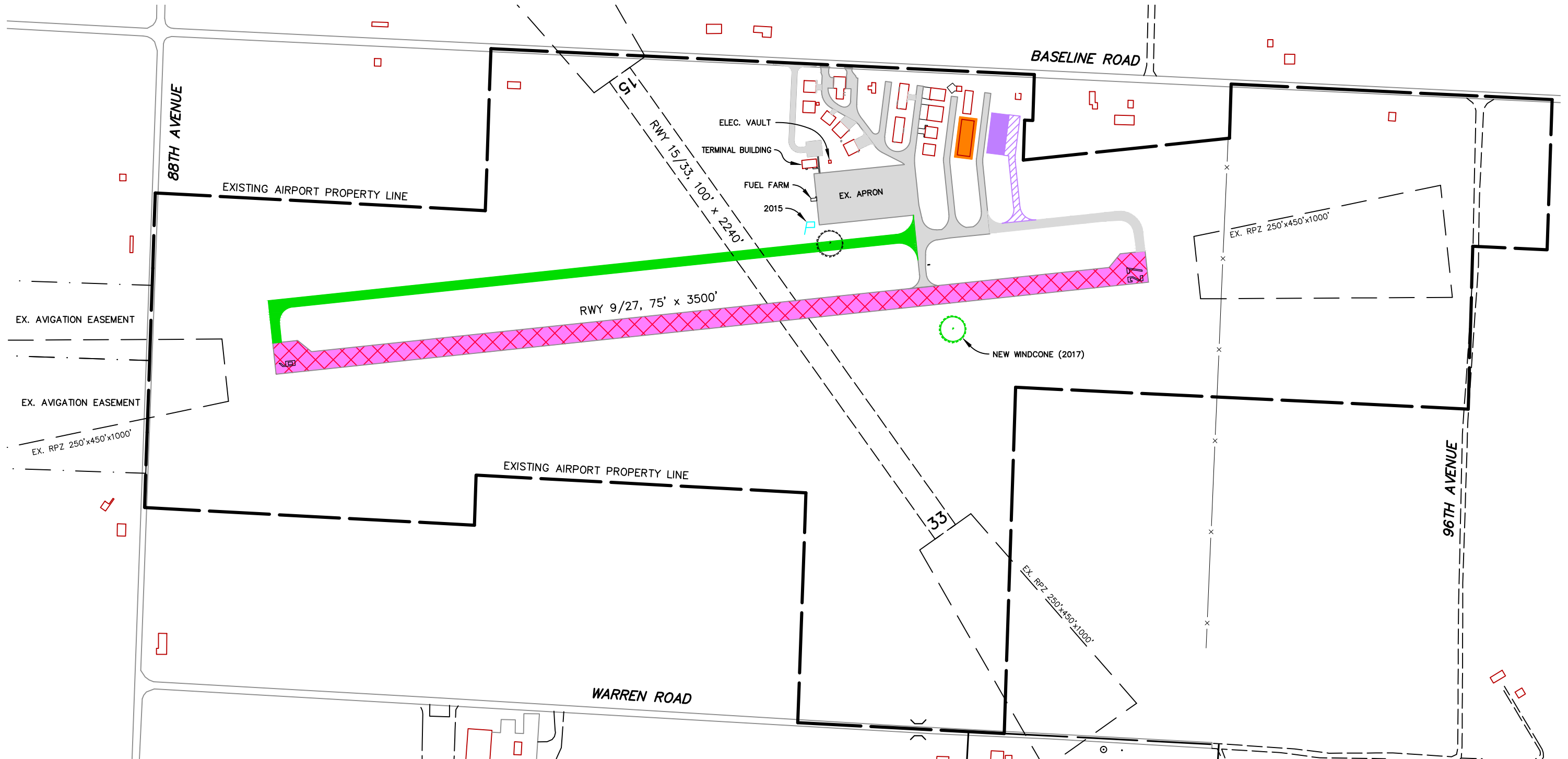
<b>MICHIGAN STATE BLOCK GRANT PROGRAM</b> <b>AIRPORT CAPITAL IMPROVEMENT PROGRAM (CIP) FY-2014 to FY-2024</b>									
------------------------------------------------------------------------------------------------------------------	--	--	--	--	--	--	--	--	--

[illegible]








Development Year	Project Description	On ALP*? (Y or N)	ACIP** Code	NPIAS** Priority Rating	Federal Entitlements	Federal Apportionment	Federal Discretionary	State	Local	Total	Remarks/Item Justification
2017	Rehabilitate Runway 9/27	yes	RE-RW-IM	68	\$385,452			\$21,414	\$21,414	\$428,280	Rehabilitate 20 year old pavement and extend runway for anticipated future demand.
2017	T-hangar Apron Rehabilitation	yes	RE-AP-IM	58	\$18,033	\$42,267		\$3,350	\$3,350	\$67,000	Replace failing pavement. (Noted as moderate aligator cracking in 2011 ACIP)
	<b>Total 2017 =</b>				<b>\$403,485</b>	<b>\$42,267</b>		<b>\$24,764</b>	<b>\$24,764</b>	<b>\$495,280</b>	
2018	SRE Equipment Acquisition	n.a.	ST-EQ-SN	45	\$144,000			\$8,000	\$8,000	\$160,000	Existing SRE Equipment is aging and beginning to show sig
2018	Crack Sealing & Pavement Marking	n.a.	RE-RW-IM	68	\$45,000			\$2,500	\$2,500	\$50,000	Crack sealing and remarking of existing bituminous pavements.
	<b>Total 2018 =</b>				<b>\$189,000</b>			<b>\$10,500</b>	<b>\$10,500</b>	<b>\$210,000</b>	
2019	No Project (Carry Over to 2022)	n.a.			\$0			\$0	\$0	\$0	Delaying use of entitlement funds for proposed runway extension in 2022.
2020	No Project (Carry Over to 2022)	n.a.			\$0			\$0	\$0	\$0	Delaying use of entitlement funds for proposed runway extension in 2022.
2021	Parallel Taxiway Extension	yes	CA-TW-CO	57	\$0	\$702,000		\$39,000	\$39,000	\$780,000	Complete full length parallel taxiway by extending westward from midfield connector to Runway 9 threshold.

\*\*In accordance with FAA Order 5100.39A, Appendix 6 - Fields should be completed  
(Refer to Airport Code spreadsheet provided on MDOT Aeronautics website under Block Grant Program for specific airport code)

R:\AVIATION\CLIENTS\004-OCEANA\ACIP\2014 ACIP\SKETCH\_ACIP PROGRAM\_2013-07-31.DWG - J.VANDUINEN - Dec. 06 2013 - 02:24pm - Prein&Newhof



### FY PLANNING KEY

	2014 TEE HANGAR CONSTRUCTION		2017 PARALLEL TAXIWAY EXTENSION
	2014 HANGAR APRON AND TAXILANE		2019 JOINT SEALING/RWY MARKING
	2015 WEATHER EQUIPMENT		2023 RUNWAY REHAB
	2015 TEE HANGAR ACQUISITION		

North



SCALE: 1" = 400'

## OCEANA COUNTY AIRPORT HART/SHELBY, MICHIGAN 2014-2024 ACIP PROGRAM

Prein&Newhof

2100586  
JULY 2013

MICHIGAN DEPARTMENT OF TRANSPORTATION  
Bureau of Aeronautics - Airports Division

2014 Cost Estimate

Airport: Oceana County Airport

Development Item: Construct Tee Hangar (6 Unit)

Prepared By: Prein&Newhof

Work Item Description	Estimated Quantity	Unit	Estimated Unit Price	Amount
Pre-Manufactured Tee Hangar	10,000	SFT	\$19	\$190,000
Concrete Floor	10,000	SFT	\$5	\$50,000
Unclassified Excavation	400	CYD	\$5	\$2,000
Aggregate Base	120	CYD	\$25	\$3,000
Bituminous Pavement	120	TON	\$100	\$12,000
Restoration	1	LSUM	\$1,500	\$1,500

Construction Total = \$258,500  
CA Engineering = \$26,000  
Total = \$284,500

\*Unit Prices based on F.Y. 2013 dollars

**Oceana County Airport (C04)**  
**T-Hangar Development**  
***BUSINESS PLAN***

1) Need for the Facility:

There is a need for additional hangar space at the airport. There are currently 2 letters of intent on file from people interested in leasing a hangar.

2) What revenue will this facility produce:

A rate of \$150.00/month/unit is proposed which is similar to the current rate in this area. This will generate an estimated \$10,800 per year. Over 30 years, a revenue of \$324,000 which is likely over the estimated cost of \$284,000.

3) Estimated cost of a six unit-nested T-hangar ready for occupancy.

Pre-Manufactured Tee Hangar	\$190,000
Concrete Floor	\$50,000
Unclassified Excavation	\$2,000
Aggregate Base	\$3,000
Bituminous Pavement	\$12,000
Restoration	\$1,500
Estimated Construction	\$279,000
<u>Engineer/Proj. Administration</u>	<u>\$ 26,000</u>
<b>Total Estimated Cost</b>	<b>\$284,000</b>

4) Project Description

Nested 6-Unit T-hangar, pre-engineered steel with electric power lift bi-fold doors clear approximately 40'6" x 12'0". Overall dimension of a 6-unit nested T-hangar is approximately 52' wide by 143'6" long. Individual unit dimensions are approximately 33' depth, 19' wing depth, 20'1" tail depth.

5) Does the project comply with all rules and regulations?

It is the intent for this project to comply with all applicable laws and regulations at the Federal, State, and local level.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Airport Improvement Program

## Revenue-Generating Facility Eligibility Evaluation Form

Airports Division  
Great Lakes Region

*The purpose of this form is to provide a standard, structured approach to evaluating the eligibility of a given project or facility for AIP funding under new guidance pursuant to Section 187 of Vision 100 (amending Title 49, United States Code, section 47106(c)(1)(A)). This form does not replace or supersede any statute or regulation. It is intended only to facilitate the collection, evaluation and documentation of selected information needed by the applicable Airports District Office (ADO) and/or FAA Regional Office staff. In order to make a final determination, the FAA may require further information. Please review instructions before submitting this form and required attachments.*

### TO BE COMPLETED BY SPONSOR

**Airport and Location** Oceana County Airport (C04) Shelby, MI

**Airport Sponsor** Oceana County

**Proposed Project** Design, Bid, and Construct - 6 new hangars

**Will the Airport Sponsor Own the Facility?** ☒ Yes ☐ No

**Will the Airport Sponsor Operate the Facility?** ☒ Yes ☐ No

**If "No," Describe  
Business Arrangement  
With Facility Manager**

**Will the Facility be Available for Public Use?** ☒ Yes ☐ No

**Describe Other Existing,  
Comparable Facilities,  
Ownership and Demand** Oceana currently has 15 hangars. A total of 41 aircraft are based on the field and there are no unoccupied hangars.

<b>Projected Finances</b>	<b>Annual Costs<sup>1</sup></b>	\$0 (no debt service)	<b>Annual Revenues</b>	\$10,800 Based on ex. Rent of \$150/ mo. Rates & charges to be analyzed prior to project implementation.
---------------------------	---------------------------------	-----------------------	------------------------	----------------------------------------------------------------------------------------------------------

**Date of Current ALP** 2007 **Proposed Project on ALP?** ☒ Yes ☐ No

*If proposed project not on current ALP, attach explanation including timeframe for amendment/submission.*

**Lowest Current Pavement Condition Index (PCI) or Equivalent Standard Metric** 55 (2012) Taxilane

**All Pavement and NAVAID Project Funding Identified for Next Three (3) Years?** ☒ Yes ☐ No

**All other Critical Airside Project Funding Identified for Next Three (3) Years?** ☒ Yes ☐ No

**Date Submitted**

**Prepared By** Sue Ann Johnson

**Signature<sup>2</sup>**

Oceana County Administrator/Fiscal Officer

**Telephone** (231)873-4835

Oceana County

### Agency Action (to be completed only by FAA or designated state agency)

**Disposition** ☐ Approved ☐ Approved conditionally (explain below) ☐ Ineligible

**Explanation**

<sup>1</sup> Including any ongoing capital costs (e.g., debt service)

<sup>2</sup> Signature not required if completed form is transmitted via email from the named preparer



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Airport Improvement Program

## Revenue-Generating Facility Eligibility Evaluation Form

Airports Division  
Great Lakes Region

---

**Authorized Official**

**Telephone**

---

---

**Background:** The current reauthorization for the FAA, "Vision100 – Century of Aviation Reauthorization Act," included a provision that allowed the use of Federal AIP funds for revenue-producing facilities, such as hangars or fuel farms. Specifically, the law states "The Secretary may decide that the costs of revenue producing aeronautical support facilities, including fuel farms and hangars, are allowable for an airport development project at a nonprimary airport if the Government's share of such costs is paid only with funds apportioned to the airport sponsor under section 47114 (d)(3)(A) and if the Secretary determines that the sponsor has made adequate provision for financing airside needs of the airport."

**Project funding:** The Federal share of the cost of these revenue-producing facilities can only be funded with nonprimary entitlements. State apportionment or discretionary funds cannot be used for the Federal share of these project costs.

**Types of facilities:** Current policy limits eligibility to hangars and fueling facilities as revenue-producing facilities. Other types of facilities may be addressed on a case-by-case basis. The intent of the program is to support the construction of new facilities; however, the acquisition of existing facilities will be addressed on a case-by-case basis and requires approval from FAA headquarters.

**Airside development needs:** The law requires that the FAA must determine if the sponsor has made adequate provision for funding the airport's airside needs before a grant can be issued for the construction of these revenue-producing facilities. In order for that determination to be completed, the sponsor must provide documentation outlining the airport's airside development needs and a financial plan for addressing those needs. As an example, a low PCI rating would indicate a need to invest in the airport's runways before investing in a revenue-producing facility. The financial plan can include AIP funding, but such funding should not be relied on as the primary means for financing since it would appear that the sponsor would be using its entitlements for lower priority work in order to fund revenue-producing facilities. In addition, if an airport's capital improvement plan identifies a need for discretionary funding in the next three years, then the use of AIP funds for revenue-producing facilities will generally not be approved.

**Revenue production:** The intent of the law is to provide for the construction of facilities to generate additional revenue for the operation, maintenance, and development of nonprimary airports. Since a development project funded under this provision will be a revenue-producing facility, a business plan must be submitted to the ADO to determine the eligibility of the project. This plan must provide sufficient information regarding annual revenues as well as total capital and operating expenses for the ADO to make a suitable eligibility determination.

**Business plan:** Although no specific format for this plan is required, it will facilitate the review process if sponsors submit the following information:

1. What is the need for this facility? The business plan must show that there is sufficient demand for this facility. This justification should include documentation that supports the need, such as requests or letters of intent to rent hangar space. For fueling facilities, the documentation should provide a sound basis for the amount of fuel to be sold on an annual basis.

2. What revenue will this facility produce? The business plan must show that the airport will be receiving appropriate revenues from the facility. For hangars, the plan should show the rental fees for hangar space and the basis for determining those fees. For fueling facilities, the plan should show the amount of projected fuel sales, the amount of revenue to be received from each gallon, and the basis used to determine





U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Airport Improvement Program

## Revenue-Generating Facility Eligibility Evaluation Form

Airports Division  
Great Lakes Region

that amount. The plan should show how the revenue earned from this facility will contribute to the self-sufficiency of the airport. The plan must identify other entities on the airport that are providing similar services and must also show any impacts to the revenue received from those entities.

3. What are the costs for the facility? The business plan must provide details on annual operating costs, such as utilities, insurance, and maintenance. The plan must also describe how the sponsor will manage the facility and the incoming revenue. Equally important, the plan must address the capital costs for the facility. For example, will the facility generate sufficient revenue to amortize the facility's construction cost over a 30-year period? What financial obligations or expenses will the sponsor incur to provide the sponsor's share of the project costs?

4. Project Description: The business plan must include a comprehensive description of the planned project, including construction details and drawings that show location of the planned project. This description must also include an estimate of costs.

5. Does the project comply with all rules and regulations? The business plan must include the sponsor's certification that the project will comply with all appropriate laws and regulations. This is particularly important in the case of fueling facilities where a variety of environmental laws and rules are involved. The use of Federal funds to construct or improve the facility requires that the facility and its operation comply with all applicable laws and regulations at the Federal, state, and local level.

**Documents to be submitted:** The following documents must be submitted to the FAA before the project's eligibility for AIP funding can be approved:

1. Completed "Revenue-Generating Facility Eligibility Evaluation Form";
2. Statement on airside development needs and financial plan;
3. Project description with drawings; and
4. Business plan for the proposed facility.

Insufficient or incomplete documentation may require additional information from the sponsor or may result in a determination that the proposed project is ineligible for AIP funding.

### Notes:

1. In addition, any other aspects of the proposed eligibility determination will be based on current AIP eligibility guidelines as described in Order 5100.38B.
2. All projects approved under this provision must be identified on an approved ALP. Construction of these facilities cannot proceed until an approved airspace review has been received.
3. Sponsors must maintain complete documentation of all revenue received from these facilities, since the FAA may periodically review those records to ensure that the airport is receiving all net revenues pursuant to the business plan.

**Oceana County Airport (C04)**  
**Acquire Existing T-Hangar**  
***BUSINESS PLAN***

1) Need for the Facility:

An existing hangar is available for purchase at the airport. The hangar has consistently had tenants and would be a reliable source of revenue for the airport.

2) What revenue will this facility produce:

A rate of \$150.00/month/unit is proposed which is similar to the current rate is in this area. This will generate an estimated \$10,800 per year. Over 30 years, revenue of \$324,000 which is likely over the estimated cost of \$284,000.

3) Estimated cost purchasing the existing six unit-nested T-hangar.

<b>Total Estimated Cost</b>	<b>\$157,850</b>
-----------------------------	------------------

4) Project Description

The hangar building has 6 units. It was built in 1997 and is in good condition.

5) Does the project comply with all rules and regulations?

It is the intent for this project to comply with all applicable laws and regulations at the Federal, State, and local level.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Airport Improvement Program

## Revenue-Generating Facility Eligibility Evaluation Form

Airports Division  
Great Lakes Region

*The purpose of this form is to provide a standard, structured approach to evaluating the eligibility of a given project or facility for AIP funding under new guidance pursuant to Section 187 of Vision 100 (amending Title 49, United States Code, section 47106(c)(1)(A)). This form does not replace or supersede any statute or regulation. It is intended only to facilitate the collection, evaluation and documentation of selected information needed by the applicable Airports District Office (ADO) and/or FAA Regional Office staff. In order to make a final determination, the FAA may require further information. Please review instructions before submitting this form and required attachments.*

### TO BE COMPLETED BY SPONSOR

**Airport and Location** Oceana County Airport (C04) Shelby, MI

**Airport Sponsor** Oceana County

**Proposed Project** Acquire Existing T-Hangar

**Will the Airport Sponsor Own the Facility?** ☒ Yes ☐ No

**Will the Airport Sponsor Operate the Facility?** ☒ Yes ☐ No

**If "No," Describe  
Business Arrangement  
With Facility Manager**

**Will the Facility be Available for Public Use?** ☒ Yes ☐ No

**Describe Other Existing,  
Comparable Facilities,  
Ownership and Demand** Oceana currently has 15 hangars. A total of 41 aircraft are based on the field and there are no unoccupied hangars.

<b>Projected Finances</b>	<b>Annual Costs<sup>1</sup></b>	\$0 (no debt service)	<b>Annual Revenues</b>	\$10,800 Based on ex. Rent of \$150/ mo. Rates & charges to be analyzed prior to project implementation.
---------------------------	---------------------------------	-----------------------	------------------------	----------------------------------------------------------------------------------------------------------

**Date of Current ALP** 2007 **Proposed Project on ALP?** ☒ Yes ☐ No

*If proposed project not on current ALP, attach explanation including timeframe for amendment/submission.*

**Lowest Current Pavement Condition Index (PCI) or Equivalent Standard Metric** 55 (2012) Taxilane

**All Pavement and NAVAID Project Funding Identified for Next Three (3) Years?** ☒ Yes ☐ No

**All other Critical Airside Project Funding Identified for Next Three (3) Years?** ☒ Yes ☐ No

**Date Submitted**

**Prepared By** Sue Ann Johnson

**Signature<sup>2</sup>**

Oceana County Administrator/Fiscal Officer

**Telephone** (231)873-4835

Oceana County

### Agency Action (to be completed only by FAA or designated state agency)

**Disposition** ☐ Approved ☐ Approved conditionally (explain below) ☐ Ineligible

**Explanation**

<sup>1</sup> Including any ongoing capital costs (e.g., debt service)

<sup>2</sup> Signature not required if completed form is transmitted via email from the named preparer



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Airport Improvement Program

## Revenue-Generating Facility Eligibility Evaluation Form

Airports Division  
Great Lakes Region

---

**Authorized Official**

**Telephone**

---

---

**Background:** The current reauthorization for the FAA, "Vision100 – Century of Aviation Reauthorization Act," included a provision that allowed the use of Federal AIP funds for revenue-producing facilities, such as hangars or fuel farms. Specifically, the law states "The Secretary may decide that the costs of revenue producing aeronautical support facilities, including fuel farms and hangars, are allowable for an airport development project at a nonprimary airport if the Government's share of such costs is paid only with funds apportioned to the airport sponsor under section 47114 (d)(3)(A) and if the Secretary determines that the sponsor has made adequate provision for financing airside needs of the airport."

**Project funding:** The Federal share of the cost of these revenue-producing facilities can only be funded with nonprimary entitlements. State apportionment or discretionary funds cannot be used for the Federal share of these project costs.

**Types of facilities:** Current policy limits eligibility to hangars and fueling facilities as revenue-producing facilities. Other types of facilities may be addressed on a case-by-case basis. The intent of the program is to support the construction of new facilities; however, the acquisition of existing facilities will be addressed on a case-by-case basis and requires approval from FAA headquarters.

**Airside development needs:** The law requires that the FAA must determine if the sponsor has made adequate provision for funding the airport's airside needs before a grant can be issued for the construction of these revenue-producing facilities. In order for that determination to be completed, the sponsor must provide documentation outlining the airport's airside development needs and a financial plan for addressing those needs. As an example, a low PCI rating would indicate a need to invest in the airport's runways before investing in a revenue-producing facility. The financial plan can include AIP funding, but such funding should not be relied on as the primary means for financing since it would appear that the sponsor would be using its entitlements for lower priority work in order to fund revenue-producing facilities. In addition, if an airport's capital improvement plan identifies a need for discretionary funding in the next three years, then the use of AIP funds for revenue-producing facilities will generally not be approved.

**Revenue production:** The intent of the law is to provide for the construction of facilities to generate additional revenue for the operation, maintenance, and development of nonprimary airports. Since a development project funded under this provision will be a revenue-producing facility, a business plan must be submitted to the ADO to determine the eligibility of the project. This plan must provide sufficient information regarding annual revenues as well as total capital and operating expenses for the ADO to make a suitable eligibility determination.

**Business plan:** Although no specific format for this plan is required, it will facilitate the review process if sponsors submit the following information:

1. What is the need for this facility? The business plan must show that there is sufficient demand for this facility. This justification should include documentation that supports the need, such as requests or letters of intent to rent hangar space. For fueling facilities, the documentation should provide a sound basis for the amount of fuel to be sold on an annual basis.

2. What revenue will this facility produce? The business plan must show that the airport will be receiving appropriate revenues from the facility. For hangars, the plan should show the rental fees for hangar space and the basis for determining those fees. For fueling facilities, the plan should show the amount of projected fuel sales, the amount of revenue to be received from each gallon, and the basis used to determine



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Airport Improvement Program

## Revenue-Generating Facility Eligibility Evaluation Form

Airports Division  
Great Lakes Region

that amount. The plan should show how the revenue earned from this facility will contribute to the self-sufficiency of the airport. The plan must identify other entities on the airport that are providing similar services and must also show any impacts to the revenue received from those entities.

3. What are the costs for the facility? The business plan must provide details on annual operating costs, such as utilities, insurance, and maintenance. The plan must also describe how the sponsor will manage the facility and the incoming revenue. Equally important, the plan must address the capital costs for the facility. For example, will the facility generate sufficient revenue to amortize the facility's construction cost over a 30-year period? What financial obligations or expenses will the sponsor incur to provide the sponsor's share of the project costs?

4. Project Description: The business plan must include a comprehensive description of the planned project, including construction details and drawings that show location of the planned project. This description must also include an estimate of costs.

5. Does the project comply with all rules and regulations? The business plan must include the sponsor's certification that the project will comply with all appropriate laws and regulations. This is particularly important in the case of fueling facilities where a variety of environmental laws and rules are involved. The use of Federal funds to construct or improve the facility requires that the facility and its operation comply with all applicable laws and regulations at the Federal, state, and local level.

**Documents to be submitted:** The following documents must be submitted to the FAA before the project's eligibility for AIP funding can be approved:

1. Completed "Revenue-Generating Facility Eligibility Evaluation Form";
2. Statement on airside development needs and financial plan;
3. Project description with drawings; and
4. Business plan for the proposed facility.

Insufficient or incomplete documentation may require additional information from the sponsor or may result in a determination that the proposed project is ineligible for AIP funding.

### Notes:

1. In addition, any other aspects of the proposed eligibility determination will be based on current AIP eligibility guidelines as described in Order 5100.38B.
2. All projects approved under this provision must be identified on an approved ALP. Construction of these facilities cannot proceed until an approved airspace review has been received.
3. Sponsors must maintain complete documentation of all revenue received from these facilities, since the FAA may periodically review those records to ensure that the airport is receiving all net revenues pursuant to the business plan.

MICHIGAN DEPARTMENT OF TRANSPORTATION  
Bureau of Aeronautics - Airports Division

2014-2 Cost Estimate

Airport: Oceana County Airport

Development Item: Hangar Apron and Taxilane

Prepared By: Prein&Newhof

Work Item Description	Estimated Quantity	Unit	Estimated Unit Price*	Amount
Mobilization & General Conditions	1	LSUM	\$6,000.00	\$6,000
Safety and Security	1	LSUM	\$1,000.00	\$1,000
Unclassified Excavation	2,000	CYD	\$5	\$10,000
Aggregate Base Course, Material as Specified, Compacted InPlace	280	CYD	\$35	\$9,800
Bituminous Aggregate Surface Course, 20AAX Composition	280	TON	\$90	\$25,200
Airport Pavement Marking, Solid, Yellow, With Reflective Beads	2,000	SFT	\$0.50	\$1,000
Restoration	1	LSUM	\$2,000.00	\$2,000

Construction Total = \$55,000  
Design and CA Engineering = \$11,000  
Total = \$66,000

\*Unit Prices based on F.Y. 2013 dollars

MICHIGAN DEPARTMENT OF TRANSPORTATION  
Bureau of Aeronautics - Airports Division

2017 Cost Estimate

Airport: Oceana County Airport

Development Item: Parallel Taxiway Extension

Prepared By: Prein&Newhof

Work Item Description	Estimated Quantity	Unit	Estimated Unit Price	Amount
Mobilization and General Conditions	1	LSUM	\$81,700	\$100,000
Underground Cable, 1/C, #8, 5000V, L824, Type C, in Trench or Duct	7,500	LFT	\$1.50	\$11,250
Bare Counterpoise Wire, #6, Solid, in Trench or Duct	7,500	LFT	\$1.50	\$11,250
Underground Cable, 1/C, #6, 600V, XHHW, Green Insulated Ground, in Trench or Duct	10,000	LFT	\$1.75	\$17,500
Furnish & Install Specified Electrical Vault Equipment	1	LSUM	\$18,000	\$18,000
Underground Electrical Duct, 2 Bank 3", Direct Burial	200	LFT	\$18	\$3,600
Medium Intensity Edge Light, L861, (MIRL/MITL), 30" High, 6.6A, Stake Mount, Complete	40	EACH	\$650	\$26,000
Guidance Sign, Double-Faced, Type L858R	8	EACH	\$4,000	\$32,000
Unclassified Excavation	12,000	CYD	\$5	\$60,000
Aggregate Base Course, Material as Specified, Compacted InPlace	2,700	CYD	\$35	\$94,500
Bituminous Aggregate Surface Course, 20AAX Composition	1,900	TON	\$85	\$161,500
Airport Pavement Marking, Solid, Yellow, With Reflective Beads	10,000	SFT	\$0.33	\$3,300
Concrete Culvert & Sewer Pipe 18", Reinforced, C76, Class IV	2,200	LFT	\$28.00	\$61,600
Inlet 4' Diameter, Type 4, Through 8' Depth	8	EACH	\$2,500	\$20,000
Turfing With Standard Mixture B	9	ACRE	\$900	\$8,100
Topsoiling From Off-Site, Material Furnished By Contractor	4,000	CYD	\$12	\$48,000
Wood Fiber Mulch	9	ACRE	\$1,000	\$9,000
Runway Strip Marker or Circle Segment, Airport Windcone, 12', Lighted, Type as Specified	20	EACH	\$550.00	\$11,000
Remove Existing Windcone and Circle Segment	1	EACH	\$8,500.00	\$8,500
	21	EACH	\$200.00	\$4,200

Construction Total = \$709,300  
Construction Engineering = \$70,700  
Total = \$780,000

MICHIGAN DEPARTMENT OF TRANSPORTATION  
Bureau of Aeronautics - Airports Division

2017 Cost Estimate

\*Unit Prices based on F.Y. 2013 dollars

Airport: Oceana County Airport  
Development Item: T-hangar Apron Rehabilitation  
Prepared By: Prein&Newhof

Work Item Description	Estimated Quantity	Unit	Estimated Unit Price	Amount
Mobilization and General Conditions	1	LSUM	\$6,000	\$6,000
Safety&Security	1	LSUM	\$3,000	\$3,000
Aggregate Base Course, Material as Specified, Compacted InPlace	400	CYD	\$35	\$14,000
Bituminous Aggregate Surface Course, 20AAX Composition	300	TON	\$85	\$25,500
Airport Pavement Marking, Solid, Yellow, With Reflective Beads	600	SFT	\$0.33	\$198
Turfing With Standard Mixture B	1	ACRE	\$850	\$850
Topsoiling From Off-Site, Material Furnished By Contractor	500	CYD	\$12	\$6,000
Wood Fiber Mulch	1	ACRE	\$1,000	\$1,000

Construction Total = \$56,548  
Design Engineering = \$4,452  
Construction Engineering = \$6,000  
Total = \$67,000

\*Unit Prices based on F.Y. 2013 dollars



MICHIGAN DEPARTMENT OF TRANSPORTATION  
Bureau of Aeronautics - Airports Division

2018 Cost Estimate

Airport: Oceana County Airport

Development Item: Snow Removal Equipment

Prepared By: Prein&Newhof

Work Item Description	Estimated Quantity	Unit	Estimated Unit Price	Amount
Tractor (100 Hp)	1	LSUM	\$150,000	\$150,000
Snow Blower Attachment	1	EACH	\$18,000	\$18,000

Construction Total = \$168,000

Engineering = \$5,000

Total = \$173,000

\*Unit Prices based on F.Y. 2013 dollars

MICHIGAN DEPARTMENT OF TRANSPORTATION  
Bureau of Aeronautics - Airports Division

2019 Cost Estimate

Airport: Oceana County Airport

Development Item: Crack Sealing and Pavement Marking

Prepared By: Prein&Newhof

Work Item Description	Estimated Quantity	Unit	Estimated Unit Price*	Amount
Mobilization & General Conditions	1	LSUM	\$3,500.00	\$3,500
Joint and Crack Sealing, as Specified	20,000	LFT	\$1.50	\$30,000
Remarking Airport Pavement, Solid, White, With Reflective Beads	34,000	SFT	\$0.25	\$8,500
Remarking Airport Pavement, Solid, Yellow, With Reflective Beads	6,000	SFT	\$0.25	\$1,500

Construction Total = \$43,500  
Engineering = \$6,500  
Total = \$50,000

\*Unit Prices based on F.Y. 2013 dollars

MICHIGAN DEPARTMENT OF TRANSPORTATION  
Bureau of Aeronautics - Airports Division

2023 Cost Estimate

Airport: Oceana County Airport

Development Item: Runway Rehab

Prepared By: Prein&Newhof

Work Item Description	Estimated Quantity	Unit	Estimated Unit Price	Amount
Mobilization and General Conditions	1	LSUM	\$40,000	\$40,000
Mill Joints 2' Wide	570	SYD	\$2	\$1,140
Saw and Seal Joints	2,550	LFT	\$4	\$10,200
Bituminous Aggregate Surface Course, 20AAX Composition	3,500	TON	\$90	\$315,000
Airport Pavement Marking, Solid, White, With Reflective Beads	15,000	SFT	\$0.33	\$4,950
Airport Pavement Marking, Solid, Yellow, With Reflective Beads	3,000	SFT	\$0.33	\$990

Construction Total = \$372,280  
Design Engineering = \$22,000  
Construction Engineering = \$34,000  
Total = \$428,280

\*Unit Prices based on F.Y. 2013 dollars